

Amendments to the Claims:

1. (Currently Amended) A control system for the compressor of a vehicle air braking system, the control system having one or more inputs indicative of a vehicle operating state, and an output for determining whether a compressor is on-load or off-load, the system further including target means to calculate in real time, a target pressure band for a reservoir downstream of said compressor, said output being responsive to said target means, wherein the target pressure band changes within at least one of the throttle-off and the throttle-on modes, and is higher during throttle-off modes than throttle-on modes.
2. (Original) A control system as claimed in claim 1 wherein a control system input is the vehicle throttle position.
3. (Canceled)
4. (Currently Amended) A control system according to claim 2 wherein the higher target pressure band exceeds a normal target pressure band by 8-10%.
5. (Currently Amended) A control system according to claim 4 and further including a third yet higher target pressure band.
6. (Original) A control system as claimed in claim 1 wherein a control system input is the temperature at the compressor outlet.
7. (Currently Amended) A control system as claimed in claim 6 wherein said target pressure band is reduced in response to elevated compressor outlet temperature.
8. (Currently Amended) A control system for the compressor of a vehicle air braking system, the control system calculating a target pressure band in real time, and the compressor being capable of being taken off load at a predetermined target pressure, wherein the control system has an input indicative of vehicle throttle position and is adapted to increase said target pressure band at a zero throttle

opening state, and change the target pressure band within the zero throttle opening state.

9. (Currently Amended) A control system for the compressor of a vehicle air braking system, the control system having a first input for indicating vehicle engine speed, a second input for indicating vehicle speed, a third input for indicating vehicle throttle opening, a fourth input for indicating air pressure in a reservoir downstream of the compressor, and an output for determining whether a compressor is on-load or off-load, the system further including means to calculate a target pressure band for said reservoir in real time, the target pressure band changing within at least one of the throttle-off and the throttle-on modes, and being higher during throttle-off modes than during throttle-on modes.

10. (Currently Amended) A control system according to claim 9 wherein the higher target pressure band exceeds the normal target pressure band by 8-10%.

11. (Currently Amended) A control system according to claim 10 and further including a third yet higher target pressure band.

12. (Previously Presented) A control system according to claim 1 and adapted to provide independent control of said compressor and a purge valve therefor.

13. (Currently Amended) A method of controlling a compressor of a vehicle air braking system, the method comprising the steps of:

providing a control system for the compressor having one or more inputs indicative of a vehicle operating state,

providing an output from the control system to place the compressor either on-load or off-load depending upon said vehicle operating state,

providing target means to calculate in real time a target pressure band for a reservoir downstream of said compressor, wherein said output from the control system is responsive to said target means, wherein the target pressure band changes

within at least one of the throttle-off and the throttle-on modes, and is higher during throttle-off modes than throttle-on modes.